



VENTURA BRINGS MAKAAALA WILL BE FEW TRAVELERS SHIPMENT OF MEAT GIVEN TRIAL SPIN FOR COAST IN WILHELMINA

With the temporary removal of the embargo against the exportation of refrigerated meat from Australia to Hawaii the Oceanic liner Ventura, due to arrive at Honolulu from Sydney Friday morning, is bringing 65 tons of the product, a large share of which is consigned to the United States quarter-master department.

The Ventura was supplied with a quantity of cold storage beef and similar products before its departure from Australia. This vessel will, during its stay at the port, be discharged of 400 tons of other freight, including vegetables and fruits.

C. Brewer & Company, the local representatives, were advised today by wireless that the Ventura was 1500 miles off the port at 5 o'clock last night bringing 10 cabin and five steerage passengers for Honolulu.

The agents are informed that the Ventura is carrying a large list of through passengers in the several classes. To join the steamer at Honolulu more than a score of passengers have been booked for San Francisco. It is the intention to despatch the Ventura for the coast at 5 o'clock Friday afternoon.

PASSENGERS EXPECTED

Per M. N. S. S. Matsonia from San Francisco, due at Honolulu Nov. 10.—Mrs. Florence McKernan, Mrs. E. T. Cox, W. A. Inman, Thos. J. Carey, P. C. Cox, Wade Armstrong, E. H. Crowell, A. Selmer, Mr. Hesley, H. J. Johns, Miss Ruth Johns, Mrs. Eliza Thompson, Miss G. Hunt, Mrs. D. A. Dewey and children, Miss Minnie Elsie, Mrs. Fred Gillman, A. N. Orembs, Mrs. Anna S. Kay, Mrs. Malcolm Knuch and baby, F. T. Thornton, T. E. Robinson, Miss A. Hartnagel, Mrs. W. A. Wise, Mrs. H. B. Mariner, Mrs. John Bowler, Mrs. E. Reynolds, Mrs. Thos. H. Everts, Mrs. F. F. Jernegan and child, J. E. Cannon, Dr. W. N. M. Mrs. A. Perry and infant, Mrs. J. E. Tabbe, F. T. Noll, J. P. Menzies, Mrs. Thos. J. Cary, W. Rice, E. G. Davis, C. J. Peterson, J. S. McLean, H. Lewis, Mrs. H. J. Johns, Mrs. Harold Morgan, Mrs. Anna Bowen, Miss M. Palmer, Miss Hazel Edwards, Miss Dorothy Chilletta, Miss Anna Elmsler, Miss Rose Silva, Mrs. A. N. Orembs, Malcolm Knuch, C. A. Stewart, Mrs. A. Machado and child, Miss Blith, W. S. Wise, Mrs. J. H. Mellon, John Bowler, E. Reynolds, Mrs. E. E. Vonkobe, Miss A. Lux, Miss Walker, Mrs. J. E. Cannon, Mrs. Wm. Niven, E. J. Tubbs, W. F. Heilbron.

PASSENGERS ARRIVED

Per str. W. G. Hall from Kauai ports. It is a few inches under 50 feet masts, Mrs. A. P. Labing, H. Wilberts, Nabo, Johnson, Stanley, Hill, Tamahana, C. Bayar and 22 deck.

SPARKS FROM THE WIRELESS

The following wireless message has been received from the Oceanic S. S. Company's steamship Ventura, bound from Sydney and way ports for Honolulu: Fifteen hundred miles from port 8 p. m. Nov. 3, 1914; 10 cabin passengers for Honolulu, 5 steerage passengers for Honolulu, 24 sacks mail for Honolulu, 399 tons general cargo for Honolulu, 65 tons frozen beef. Arrives Friday, November 6, at 6:30 a. m. Departs for San Francisco, Cal., on Friday, November 6 at 5 p. m. Docks at Pier 10, foot of Fort street.

Schooner Jackson Ready to Sail. Bringing word that the schooner E. B. Jackson would soon be ready to sail from Ahukini, Kauai, to the coast, the inter-island steamer W. G. Hall returned from the garden island this morning bringing 166 sacks of rice, 53 sacks of bran, 2 autos, several crates of chickens and 79 packages of sundries.

The schooner Jackson with a shipment of coal from Australia is about discharged. The vessel was expected to get away on Saturday. The Hall is reported to have met with pleasant weather.

A Honolulu product, the largest vessel of its kind to be employed as a harbor and deep sea tug, the new Makaaala, built to the order of Young Brothers Company, provided with machinery capable of sending the vessel through the water at 12 knots an hour with a steaming radius of 10 days, will undergo important trials today under the direction of John Young, manager of the company.

The Makaaala was launched some weeks ago, a big gasoline motor having been installed with 220 horse power.

The vessel is to be used in towage between Honolulu and the island ports: J. K. Tobin, J. Gomez, C. Go in length and when fully loaded will draw six feet.

The best of material is said to have entered into the construction of the vessel.

It is the intention to place the tug in commission without delay.

HARBOR NOTES

Repairs to the Matson tug Intrepid now on the drydock are about completed.

The Oceanic liner Ventura, scheduled to depart for the coast at 5 o'clock on Friday afternoon, will carry the next mail to the mainland.

A large item in the cargo brought to the port from Kona was a quantity of scrapiron consisting of machinery from a dismantled sugar mill.

Departing from Honolulu on October 31, the Japanese steamer Asama Maru is reported to have arrived at Portland, Ore., on last Monday.

Pending repairs to one of the inter-island steamers, the Kilauea has been placed on the berth to steam for Kona and Kau ports on Friday noon.

A number of tourists departed for the island of Hawaii and the volcano in the inter-island steamer Mauna Kea this morning. A small cargo was supplied the vessel.

Bringing no passengers or cargo, the Japanese liner Shinyo Maru from San Francisco is due to arrive at the port on Friday. It is the intention to despatch the Shinyo for the Orient in the afternoon.

Presumably delayed because of rough weather, the United States army transport Logan is expected to arrive at a late hour this evening, in which event the troops will be despatched for San Francisco on Thursday.

The territorial band proved a magnet that drew a large throng of spectators at Pier 15 at the departure of the Matson steamer Wilhelmina for San Francisco this morning. The vessel carried a big outgoing mail in addition to 100 passengers.

Considerable uncertainty exists regarding the date of arrival of the Canadian-Australasian liner Niagara, now due from Vancouver and Victoria. It is predicted that this vessel may omit a call at Honolulu in steaming from British Columbia to Australia.

Schooner Lewers Away for the Sound. With a magnificent spread of sail the big American schooner Robert Lewers, taking ballast only, proceeded to Puget Sound this morning after having been towed to the open sea and given a good start to a distance of several miles off the harbor. The Robert Lewers has been discharged of a shipment of lumber.

Lionel Claude Tornbee, a native of England and a seaman by profession, has filed a declaration of intention to become a citizen in the office of the clerk of the federal court.

With one of the smallest lists of outgoing passengers from Honolulu for the mainland in many months, the Matson Navigation steamer Wilhelmina steamed at 10 o'clock this morning, departing from Pier No. 15 amid a blare of melody from the Royal Hawaiian Band accompanied by the cheers and farewells of several hundred spectators.

That the falling off in travel will not long continue is the opinion of local shipping men, who profess to see indications for a big increase in the number of arrivals at the port before the close of the year.

While sugar had no part in the cargo that left the islands for the coast in this vessel, the Wilhelmina was supplied with about 3000 cases of preserved pines, 4000 bunches of bananas and sundries and other lines of island products.

It is not expected that sugar will make its appearance in the outgoing cargoes of coast-bound vessels much before the early part of December with the advent of the first of the 1915 crop. Thirteen steerage passengers left for San Francisco in this vessel.

That many thousands of dollars have been spent in converting the British liner Empress of Asia, one of the most palatial passenger carriers operated in the Pacific, into an auxiliary cruiser is the report brought to Honolulu from the coast through advices received from British Columbia.

A well-known seafaring man, recently returned from the China coast, was permitted to go aboard the Asia after the alterations were made, and before she left for patrol duty. This officer was familiar with both the new Empress boats, and states the changes he found were heart-breaking to one who had admired the vessel when it went into commission.

Many will remember the beauty and taste with which she was furnished and equipped. Those beautiful furnishings have now disappeared, and even her outside appearance has been altered well-nigh beyond recognition.

The furniture and woodwork in the staterooms, in the half dozen rest rooms and ladies' parlors, and the main dining room and smoking saloon has all been ripped out and disposed of. Upholstered chairs and lounges have given way to sailors' hammocks, velvet carpets to steel floors, and a cargo space to storage rooms for ammunition. A score of quick-firing guns now poke their muzzles threateningly over her rails, and her spotless white sides have been changed to lead color.

THOUSANDS SPENT IN CONVERTING LINER

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NEW LIGHT SHED JAPANESE ARE ON MYSTERY SHIP GETTING MUCH BUSINESS

Parties interested in the steamer Sacramento, formerly the Koamos steamer Alexandria, which has been the center of federal discussion for weeks, had a further explanation to make of the vessel's "mysterious" voyage to the west coast, according to advices from the coast. The freighter, it is said, is not being sent to South America for the sole purpose of carrying a cargo of coal and other merchandise consigned to the electric railroad at Valparaiso, but partly for the purpose of bringing here cargo tied up in the German steamers Memphis and Karnak, which are interned in ports on the west coast. These two Koamos vessels were en route here when the war broke out and much of their freight is consigned to local firms.

Following the departure of the Sacramento, which went to sea recently, shipping men were busy commenting as to possible developments in connection with the vessel, which now flies the American flag. The reports that the Sacramento's cargo is destined for a German rendezvous on the lower coast are persistently denied by the interested parties, who refuse to divulge the contents of the manifest. Custom house officials were willing to make the manifest public provided the brokers and others interested in the ship were willing, but the latter, in line with the secrecy that has marked the steamer's history since she became the Sacramento, refused permission.

Members of the shipping world who continue to intimate that the Sacramento's destination has something to do with the Germans, point out that her cargo is composed of just the material necessary for the outfitting of a fleet of vessels. In addition to 7000 tons of coal the steamer carries various kinds of lubricating and engine oils, rope and other gear, and potatoes, onions, beans and other general stores.

SAY MANILA USED AS BASE FOR GERMANS

WASHINGTON.—Sir Cecil Spring-Rice, the British ambassador, called the attention of Acting Secretary Lansing to alleged violations of neutrality in the Philippines, where, he said, the British government believed various German ships had been coaled at sea. Inquiry was directed immediately by the state department to the authorities at Manila. According to advices to the embassy, other neutral vessels than the American steamer Rio Pagan, recently seized as a prize by the British and carried to Hong Kong, have been secretly supplying the German cruisers which have been playing upon British commerce in Far Eastern waters.

The ambassador discussed the question of what restrictions might be laid on this practice. The state department recently took the ground that merchant vessels, even under neutral flags, could not legally carry supplies from American Atlantic ports to the German cruisers of the coast and in West Indian waters, and the ambassador asks that the same doctrine shall be applied to the Philippines.

PANAMA CANAL TRAFFIC IS LARGE

PANAMA, Oct. 12.—(Correspondent of the Associated Press.)—Notwithstanding that the war has largely curtailed shipping activities, the canal traffic for the first six weeks was greater, says Col. Goethals, than had been expected, and indicates that within a year the tolls may be sufficient to pay all operating expenses. The canal has thus far earned \$369,706. Between August 15 and October 1, 81 self-propelled vessels made use of it. Most of these were ships of American registry; those flying the British flag were second. There were no German ships, nor Italian, French or Japanese vessels. Four Norwegian ships have passed through, and one each from Denmark and Holland. The Peruvian torpedo boat Tentista Rodriguez was the first and thus far the only warship to use the canal.

WEATHER TODAY

Temperature—6 a. m., 72; 8 a. m., 77; 10 a. m., 77; 12 noon, 81. Minimum last night, 72. Barometer at 8 a. m., 30. Relative humidity, 8 a. m., 71. Wind—6 a. m., NE-12; 8 a. m., E-6; 10 a. m., NE-15; 12 noon, NE-9. Movement, past 24 hours 160. Dew-point at 8 a. m., 67. Absolute humidity, 8 a. m., 7.073. Total rainfall during past 24 hours, .05.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

[By Latest Mail]
VANCOUVER, B. C.—Word is daily expected from Captain Beetham, marine superintendent of the C. P. R., that the company has arranged to maintain some sort of a trans-Pacific service. The admiralty requisitioned all of the company's boats in this service. The Japanese lines, in consequence, are getting all the business. Captain Beetham, when he departed for Montreal, did not divulge the purpose of his mission but in shipping circles it is taken as a safe guess that it had to do with the trans-Pacific service.

It would not be surprising at all to hear that the C. P. R. had chartered the Great Northern liner Minnesota. This is one of Mr. James J. Hill's white elephants. It is a monster ship which never sailed with near a capacity cargo from its home port in Seattle. Her capacity is 32,000 measurement tons. She has a passenger accommodation for 150 passengers, which might with little expense be largely increased. It was announced some time ago that the next sailing of the Minnesota had been indefinitely postponed. Since that time there has been many rumors about the ship, the principal one being that she is turned over to the C. P. R. It is inevitable that if the C. P. R. does not do something soon it will lose to other lines the splendid trade which it built up with the Orient. There seems no probability of the release by the admiralty of the boats it requisitioned.

LARGEST LINER IS QUESTION OF DEBATE

For some little time a controversy has been going on between the White Star and the Cunard lines concerning the ownership of the largest British liner afloat. If tonnage be taken as the standard factor in determining size, the White Star Line certainly seems to have the better of the argument, for Lloyd's Register gives the Olympic's gross tonnage as 48,359, against 45,847 tons for the Aquitania. The net tonnage of the Olympic to 22,250 and that of the Aquitania 21,592, and the under-deck tonnages are, respectively, 35,042 and 28,408. The official dimensions of the two boats show the Olympic to be a much deeper and narrower vessel than the Aquitania. The length overall of 882 feet 6 inches of the Olympic is carried out to 901 feet in the Aquitania. Then the Olympic has 92 feet 5 inches breadth, while that of the Aquitania is 87 feet. In moulded depth, however, the difference is considerable, the Olympic having 59 feet 5 inches against only 49 feet 7 inches for the Aquitania. Tonnage, as everybody knows, is a purely empirical method of measurement, the object of which is the levying of tonnage dues. For the purpose of the collector of dock dues, tonnage matters a great deal, and we understand that the Mercury dock authorities are quite disappointed with the low net register tonnage of the Aquitania upon which dues are levied. As to the relative merits of form between the Olympic and Aquitania as disclosed by their dimensions, we shall leave this to the care of our naval architect readers.

ELECTION NOTES

"We are wearing these things because we are paid for the day's work," said a Democratic watcher at Kalihli pumping station poll to a Republican candidate who had joked about the great number of MacCandless buttons and Democratic badges in evidence, "but when we go inside there to vote we choose for ourselves."

Supervisor Wolter, at the Kapuwa building poll yesterday afternoon, called Ben Hollinger to account for reflections on him in the campaign, and only the intervention of John W. McDonald prevented blows from succeeding hot words. There was a humorous turn to the incident from Wolter's mistaking the peace-maker for Hollinger's father. He told Mac he was sorry that he should have such a son.

"I have never voted anything but a Democratic ticket before," said a stalwart native at Kakaako to a Republican candidate yesterday afternoon, "but Mayor Fern told us last election if we gave him a Democratic board of supervisors we would see what he would do for us. Well, we gave him a Democratic board, and now you can see for yourself what he has done for our roads. Some of us are voting for you today and we expect you to do the right thing for us."

Delightful Wares. "I am going to sell kisses at the charity fair. You'll buy some, won't you?" "I guess so," said the young man. "Are you distributing any samples?"—Louisville Courier-Journal.

Agent—"Here is a book you can't afford to be without." Victim—"I never read books." Agent—"Buy it for your children." Victim—"I have no family—only a cat." Agent—"Well, don't you need a good, heavy book to throw at the cat sometimes?"

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NOVEL SWEET POTATO DISH

This new sweet potato dish will interest those who seek the novel. Season two cups of baked sweet potatoes that have been pressed through a colander with salt and pepper, and add a beaten egg and a little hot cream. Form into balls and into each press a pitted prune into which two walnut meats have been forced. This prune should not be visible. Dip the balls in crumbs and egg. Then brown the potato balls in deep fat; drain and serve at once.

First Lawyer—I got even with that reptile De Muddle.
Second Lawyer—How?
First Lawyer—His wife came to see me about divorcing him and I praised him up so highly she's decided to stick to him.

"Shall I pump up the tires, sir?"
"Wait until we get out into the country, Jacques. I heard the doctor say that the air around here is very impure."

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

The Yuletide Approaches

At this season the minds of the purchasing public are in a far more receptive mood than at any other time of the year. Therefore, more susceptible to the suggestions which come from the reading of intelligent ads.

Consequently: At this time every wide-awake, live merchant is, or soon should be, planning and executing his advertising campaign in such a manner as will show his tendency toward cooperation with those whose forethought tells them that "Better Early than Late" and "The Early Bird," etc., etc., are all very true adages.

For the same reason, Mr. Merchant, that your customers come early to get the pick of a sale, should you advertise early!

We are a long way from many, who will, doubtless, receive Xmas gifts from Hawaii Nei and you and I are not the only ones who realize this.

Assist your patrons, by placing at their disposal, through the medium of advertising, such information as will draw to your store, as does an oasis the traveler in the desert.

THE "AD MAN"

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